European Subscribers to the Hongkong Telegraph are, from 1st Detober, 1895, insured for the sum of \$1,000 sgainst Fatal

SEE BELOW.

NEW SERIES No. 232

日二廿月一十年一十二緒光

MONDAY, JANUARY 6, 1896.

\$1,000

沈六月正英港香 一拜禮

\$1,000

THIRTY DOLLARS PER ANNUM

#### Banks.

THE NATIONAL BANK OF CHINA LIMITED.

Subscribed Capital...... 500,000

HEAD OFFICE :- HONGKONG, Court of Directors:-D. Gillies, Esq.

ChowTungShang,Esq. Kwan Hol Chuch,Esq. H. Stolterioht, Esq. Chan Kit Shan, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 mouths Fixed, 5 per Cent. Hong kong, 23rd October, 1893. THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL .....£1,500,000 PAID-UP ...... 568,500

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent.

per annum on the Daily Balance. ON NEW FIXED DEPOSITS:-For 12 Months...... per cent.

Vergregenerenteren 2 🛊 😼 DEPOSITS RENEWED ON OLD TERMS. J. W. R. TAYLOR, Manager, Hongkong.

Hongkong, 18th December, 1895. THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months..., 4 per cent.

T. H. WHITEHEAD. Manager, Hongkong. Hongkong, 16th September, 1895.

TTONGKONG AND SHANGHAL BANKING CORPURATION. PAID-UP CAPITAL ......\$10,000,000

RESERVE FUND ...... 5,500,000 RESERVE LIABILITY OF PROP'TORS ... \$10,000,000 COURT OF DIRECTORS:

, Kramer, Esq.—Chairman. A. McConachie, Esq. -- Deputy Chairman. Hon. J. J. Bell-Irving, [ S. C. Michaelsen, Ksq. G. B. Dodwell, Esq. D. R. Sassoon, Esq. N. A. Slebs, Esq. M. D. Ezeklel, Esq. R. Shewan, Esq. R. M. Gray, Esq. CHIEF MANAGER: Hongkong-T. JACKSON, Esq.

MANAGER Shanghal-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONOKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent,

per Annum on the daily balance, INTEREST ON FIXED DEPOSITS : For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager. Hongkong, 23rd December, 1895.

HONGKONG SAVINGS BANK.

HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum.

For the Hongkong and Shanghai BANKING CORPORATION, T. JACKSON. Chief Manager.

Hongkeng, 1st August, 1895.

### Auctions.

GOVERNMENT NOTIFICATION. No. 544.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot TO MORROW.

the 7th day of January, 1896, at 4 P.M., are published for general information. By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 21st December, 1895.

Particulars and Conditions of the letting by Public Auction Sale, to be held To-morrow, the 7th day of January, 1896, at 4 P.M., by Order of His Excellency the Governor, of Five Lots of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years: PARTICULARS OF THE LOT.

of Sale.	Ristry	scality.	Boundary Measure- ments.			ntents in	nual Rt.	Upset	
g	Ä	ן א	W.	S.	E.	₩.	38	ΨV	
-	Inland Lot No.	West of	ft.	C.	a.	£.		*	<b>\$</b> (µ, '0) (1)
, ,,	, 1,359 , 1,360	Hill Road,	55	55	60 75 75	51 71 68	3,052 4,050 3,007	39 51 50	763 1,013
. 4	1,301	# 1	3		7	7:	4,04	15	11,000 11,011

1,163

#### Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED. 28 Queen's Road Central.

Sole Eastern Agents for SPHINCTOR GRIP ARMOURED HOSE. SNOWDON, SONS & Co. "SNOWDRIFT" MANY.

Sole Eastern Agents for " THE NEW WIRE WOVE ROOFING CO. THE ALUMINIUM & GENERAL FOUNDRY CO.



FOR HIGH PRESSURE, ROUND

OR SQUARE. ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS:
ASBESTOLINE, the most economical inbricant. ALL GOODS BRARING TRADE MARK GUARANTEED. W. JACKSON, Manager.

Hongkong, 26th September, 1895.

EXPLOSION IMPOSSIBLE.

#### JASTRAM'S PATENT GOLDEN MEDAL

OF 2 TO 12 H.P. FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 15. per H.P. and Hour

A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., Hongkong, SOLE AGENTS FOR THE EAST,

NO PROFESSIONAL ENGINEER REQUIRED

# THE

5, BUND, YOKOHAMA.

HOTEL METROPOLE. 1. TSURIJI, TORYO.

LIRST-CLASS HOTELS, centrally situated, well-furnished, the Culsine under the Supervis sion of approved French Chef has no equal ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures a every assistance given in clearing luggages and affording information. Passengers are met at the Rallway Station.

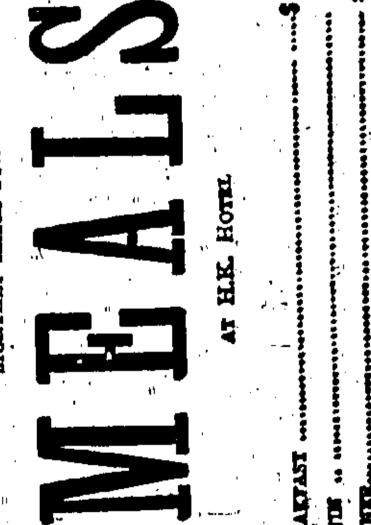
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra Charge-THE ONLY HOTEL OFFERING SUCH AM ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels,

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TORYO.



# DIARY & DATE BLOCK IMPERIAL 1000

CHINESE AND ENGLISH.

Hongkong, 28th December, 1795.

1,400 PERT ABOVE SEA LEVEL. TELEGRAPHIC ADDRESS "EXCRISION, " HONGROMG,

TELEPHONE, "No. 354

A, B. C. Code. THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

DINNER AT 8 P.M. TIPPIN AT 1 P.K. ARRANGEMENTS can be made for TIFFIN or DIMNER PARTIES in PRIVATE DIMING-ROOMS. For further Particulars apply to

MOUNT AUSTIN HOTEL,

THE MANAGER,

### Intimations

#### ONE THOUSAND **DOLLARS**

INSURE YOUR LIFE AGAINST FATAL ACCIDENT

BY SUBSCRIBING

"THE HONGKONG TELEGRAPH. METROPOLITAN LIFE ASSURANCE THE SUM OF

#### \$1.000 MEXICAN.

resentatives of the European holder of this Coupon in the event of his death by Accident on or before the 315: March 1896 while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscrib its to the "HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the premiume thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourton days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

> Y. V. VERNON, AGENT,

Hongkong, ist January, 1896.

Hongkong, 13th May, 1805.

This premium is paid quarterly in advance by the Proprietors of The Honghong Talegraph.

# MUMM & Co's CHAMPAGNE.

In cases of 2 doz. pints ......\$35 per case. - quarts .....\$33

SHEWAN & Co.,



# CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

<del>---(</del>;0;)----HOCKS, CHAMPAGNES,

RUM, GINS, MOSSELLES, LIQUEURS, WHITE WINE, BITTERS. BRANDIES,

WHISKIES, BURGUNDIES,

ALES & STOUTS.

Nos. 11, 18 and 15 Central Market.

TRIME BEEF and MUTTON. CORNED BEEF and TONGUES.

SHERRIES,

PORTS,

Hangkong, 6th December, 1895.

CLARETS.

AUSTRALIAN PICKLED HOG'S TONGUES. AMERICAN BUTTER in Rolls and Pats. GAME,

BHIPPING AND COAST PORT OFFICE WILL HAVE PROMPT ATTENTION.

J. TATAM,

# Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.

Hongkong, 3rd December, 1805.

ESTABLISHED A.D. 1884. 

NET AMBUAL FIRE PREMIUMS ...... 757,478 ITAVING been appointed AGENTS of the 1895, and that above Company we are prepared to SCOOK EUROPEAN and CHINESE RISKS

at Current Raser HOLLIDAY, WISE & Co. Agents. Hongkong, and January, 1896.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Understoned AGENTS of the above Class FOREIGN and CHINESE RISKS at

CURRENT RATES. SIEMSSEN & Co. Hopgkong, 38th May, 1895.

HOTICE, THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUESCRIBED ..........\$1,000,000 The above Company is prepared to accept MARINE RIERS at CURRENT RAIRS OF GOODS, Sc., Policies, granted to all Parts of the world payable at any, of its Agenticles.

CHAU TSEUNG FAT,

stra visi Secretary. HEAD OFFICE Noc 21 Queste Roas West. Honghes A. Maga-1704. OGENERAL NOTICE

THE ON TAI INSUBANCE COMPANY, CAPINAL MARIS IN 600,000 } RESERVE TUND . and the Color Colors WOIBOARD OF DIRECTORS.

DER SUIG, Kede lainio Lille Yeuri Mooss, Zed.

LOW TWO SHOP LOW COMMEN MARAGER. HO AMEL A Company Mares to all teats of the

HEAD OFFICE A & C. PRAYA WAST.

# Notice of Firms.

NOTICE, TOTICE is hereby given that Mr. ALFRED F. O. KRAUSS

Mr. PHILIPP BERNHARD SCHMACKER retired from our FIRM on the 31st December,

> Mr. FRIEDRICH CARL PAUL SACHSE, Mr. CHARLES ERNEST RAYNER

Mr. GUSTAV ADOLPH DEGENER BÖNING have To-day been admitted Pariners. CARLOWITZ & Co.

Hongkong, Hamburg & China, est January, 1896. NOTICE.

MR. C. BEURMANN has This Day been HONGEONG and CHIMA. ARNHOLD, KARBERG & Co. Hongkong, 31st December, 1895.

NOTICE. AR, PREDERICK DAVID SASSOON Va has been admitted a Partner in our FIRMS in EMCLAND, INDIA and CHIMA, from the

ret instant. DAVID SASSOON, SONS & CO. Hongkong, 1st January, 1896.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JACOB SILAS MOSES in our FIRM in HOMORONG and CHIMA have Ceased | N'AUTICAL INSTRUMENT This Day. Z. D. SASSOON & Co.

Hongkong, 11st December, 1805. THE CHINA FIRE INSURANCE COMPANY, LIMITED. NOTICE.

TROM This Date, during the absence of Mr. JAS. B. COUGHTRIE from the Colory GEO, L. TOMLIN has been appole ACTING SECRETARY to the Company. A. MCCOKACHIE

#### Intimations. 43943

GOVERNMENT BILLS. TENDERS for SPECIE — MEXICAN DOLLARS, Current in this Colony, and weighing 7.1.7., in Exchange for Sterling Bills. Drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-MORROW, the

7th instant. The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be The Tenders to be in Duplicate and in scaled

covers, addressed to the "Chie! Paymaster, Army Pay Department," and endorsed "Tenders for Government Bills. The right to accept or reject any or all of the

Tenders is reserved. WILLIAM L. BARR, Colonel. Chief Paymaster, China

Queen's Road, Honghong, 6th January, 1896. ORDINARY GENERAL MEETING ORDINARY GENERAL MEETING of the HONGKONG BRICK AND CEMENT COMPANY, LIMITED, will be held at the OFFICE of the COMPANY, No. 9, Praya Central, on SATURDAY, the 11th day of January, 1896, at 12 o'clock NOOM, for the purpose of consider-

Her Majesty's Treasury Office,

ing and if thought fit passing the following Resolution, that is to say :-"That the Hongkond Brick And "CEMERT COMPANY, LIMITED, be wound "up voluntarily under the Provisions of the "Companies Ordinances 1865 to 1890, and "that CREASY EWENS of Victoria in the "Colony of Hongkong be and he is hereby appointed Liquidator for the purposes of "such winding up."

Dated the sard day of December, 1895. By Order of the Board, w. a. duff, Secretary.

NOTICE.

Undersigned.

1818]

With reference to the above Notice the

Business of the COMPANY will not be interrupted and Orders will be received as heretofore by the

W. A. DUFF, Secretary.

NOTICE. N and after 15th January, PASSENGERS purchasing FIRST-CLASS RETURN TICKETS at the Offices of the Undermentioned Companies from HONGKONG to SHANGHAI. NAGASAKI, KOBE and YOKOHAMA will be granted the option of making the Return journey by any Steamer of the following Lines :--

PENINSULAR & ORIENTAL S. N. Co., ALF. WOOLLEY, Acting Superintendent. CANADIAN PACIFIC RAILWAY Co., D. E. BROWN.

PACIFIC MAIL AND O. & O. S. S. COMPANIES. J. S. VAN BUREN. Agent. MESSAGERIES MARITIMES CIE.,

C. TOURNAIRE, Acting Agent. NORDDRUTSCHER LLOYD, Messis. MELCHERS & Co.,

General Agent,

Agents. Hongkong, 31st December, 1895. WORTH A GUINEA A BOX.

BEECHAM'S FOR ALL . BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH.

IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS, ANNUAL SALE SIX MILLION BOXES.

> 50 Cents per Box. --Propaged only by the Proprietor !-

SOLE AGENTS for HOMORONG and the EMPIRE of CHINA :-WATKINS & CO.,

JUST LANDED FRENCH CONFECTIONERY. Comprising :--Caystallized Fruits. Aimonds Flots, Cocotines.

Marripar Almonds, Apricotines CADEURY'S CHOCOLATE CREMES !--Vanilla Cremes, Honey Cremes, Caramels, Nougat Pisiache, Pineapple Chocolate, Chocolate, Walnut, Plush Bage, Plush Boxes and Pancy Boxes,

"TANSAN," the New Japanese Table-Water which contains 8 per cent, more iron carbonate than that from any other Chalybeate Spring." FLETCHER & Co. "THE PHARMACY,"

Hongkong, 10th October, 1895. G. FALCONER & CO.. TATCH and CHRONOMETER MANU-

21. Queen's Road Central.

VV FACTURERS and JEWELLERS. CHARTS and BOOKS. No. 48, Queen's Road Central.

CHS. J. GAUPP & CO.. CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-EMPTHS, and OPTICIANS. CHARTS and BOOKS. inautical instruments. gents for Louis Andenser Watches led the highest Privat at every Exhibition;

and for Voletilader and Selection CELEBRATED OPERA GLASSES MARINE GLASSES and SPYGLASSES

THOMAS BEECHAM, St. Helens, Lancashire, APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [56

### Intimations.

# IT'S DONE."

TO MANY IT IS A PUZZLE HOW WE CAN SELL AT A CHEAPER RATE THAN OTHERS.

ROOD VALUE

REGULAR QUALITY.

THE ANSWER IS VERY SIMPLE.

POPULAR PRICES.

PEACH-BLOSSOM SOAP.

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central. HONGKONG.

### To.dap's Advertisements.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUCIUS & BRUNING HOCHST A/MAIN.

#### Dr. KNORR'S LION BRAND "ANTIPYRIN

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY) Is the most approved and most efficacious remedy, in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty: Ask for Dr. KNORR'S ANTIPYRINE | Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL. Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as

#### DR. OVERLACH'S "MIGRAININE."

(ANTIPYRINE—CAFFEINE CITRATE) Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite eliology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING. and generally where the administration of other remedies have failed. To be had of every reputed Chemist and Dauggist. - Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO..

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS!

January 8th.

alongside.

and expense.

THE Steamship

THE above SCHOOLS will be RE-OPENED

OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

NOTICE

"GAELIC."

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for Countersignature, and to

take immediate delivery of their Goods from

Cargo impeding the discharge of the Vessel

'J. S. VAN BUREN

SIEMSSEN & Co.

will be landed and stored at Consignees risk

FOR SHANGHAI.

"DAPHNE."

Captain T. Clausen, will be despatched for the

above Port TO-MORROW, the 7th Instant, at

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo and Passengers at through rate

for CHEFOO, HANKOW and PORTS on the

YANGTEZE.)

"CANTON."

Captain Sellar, will be despatched as above

For Freight or Passage, apply to JARDINE, MATHESON & Co.,

FOR NEW YORK, VIA SUEZ CANAL

(Following the S.S. "ANNANDALE" and

"TEVIOTDALE.")

"FALLODON HALL,"

Captain Kilvert, will be despatched for the

Intimations.

DAKIN, CRUICKSHANK 8

COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG,

CARSAPARILLA.

DAKIN, CRUICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

General Managers.

SHEWAN & Co.

EMONADE.

tiese dogs of war.

D ASPBERRYADE. ac.

TO-MORROW, the 7th instant, at 4 P.M.

4 P.M., instead of as-previously notified.

For Freight or Passage, apply to

Hongkong, 6th January, 1806

THE Company's Steamship

Hongkong, 6th January, 1896.

above Port on or about 23rd instant.

Hongkong, 6th January, 1896.

CIMPLE AERATED WATER,

THE Steamship

For Freight, apply to

Hongkong, 6th January, 1806.

Hongkong, 6th January, 1806;

for the NEW TERM on WEDNESDAY,

VICTORIA ENGLISH SCHOOLS, JUST PUBLISHED. CRAIGENGOWER, 66 THE RIGHTS OF ALIENS IN Caine Road.

HONGKONG." (xxxli & 95 pp. Med. 80vo.) Can be had from KELLY & WALSH, Ld., or the Publishers

NORONHA & CO. Hongkong, and January, 1806.

NOTICE.

THE INTEREST and RESPONSIBILITY of the Late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT Ceased on the 31st day of December, 1894, since which date the Firm has been carried on by ROBERT JOHN HASTINGS

upon his own account. The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.

Tainaniu, 31st December, 1896.

SPECIAL NOTICE.

WE the Undersigned beg to notify the PUBLIC that our Business Manager PUBLIC that our Business Manager AH YON has This Day RESIGNED and that our Managing Partner CHUN WING TONG conduct our Business as CHARTERERS, COAL and TEA MERCHANTS, SHIPS' COMPRA-DORES and STORE-KEEPERS as heretofore.

WING CHEONG & Co., No. 44, Praya Central. CHUN WING TONG Managing Partner.

Hongkong, 6th January, 1896. MUSIC LESSONS.

NATH, RUCHWALDY is sgalu prepared to take PUPILS for PIANO. MANDOLIN, GUITAR and BANJO at his usual Terms.

No. 4, BLUE BUILDINGS. Hongkong, 6th January, 1896.

> TO LET. TO A SINGLE GENTLEMAN.

TWO SMALL but Comfortable Rooms on the water-side, with or without BOARD. Moderate Terms. Apply to

cjo Hongkong Telegraph Office. Hongkong, 6th January, 1896.

PUBLIC AUCTION

DRAPERY, &c.

THE Undersigned has received instructions. to Sell by PUBLIC AUCTION,

SATURDAY, the rith January, 1896, commencing at 2.30 P.M., at his Sales Rooms, Dupdell STREET, /// WITHOUT RESERVE!!/ THE STOCK AND TRADE OF A

DRAPERY ESTABLISHMENT. Comprising:-A LARGE VARIETY OF LADIES WINTER AND SUMMER DRESS

MATERIALS.

SEAL PLUSH JACKETS, MOIRE and SURAH SILKS, LINNEN NAINSOOK and VICTORIA LAWN, LEAL PLUSH, VELVEteen, children's wool polkas, WOOL HOODS and SHAWLS, &c., &c. COTTON and LISLE THREAD HOSE, BILK GLOVES and MITTS, KNITTING and INGER ALE. FINGERING WOOL, STRAW and FELT HATS, FLOWERS, FEATHERS, SILK and SATIN RIBEONS, GAUZE VESTS, BUTTONS, TRIMMINGS and a quantity of OTHER ARTICLES,

Also A QUANTITY OF GENTLEMEN'S OUTFITTING,

Comprising :--TWEEDS & SERGES to SUIT LENGTHS linnen collars, fronts, shirts SINGLETS, COTTON and THREAD SOCKS LACE WINDOW CURTAINS and OTHER GOODS.

On View from FRIDAY, the 10th January. TERMS OF SALE :- As customary. GEO. P. LAMMERT. Auctioneer.

Hongkong, 6th January, 1806.

rison with the best English Manufactures. other Large Consumers.

> Any complaints should be addressed to the Manager Houghong, and May, 1864.

Intimations.

THE

HONGKONG DISPENSARY

has just received FRESH SUPPLIES of

WHOLESOME CONFECTIONERY

AND DELICIOUS SWEETS.

of the HIGHEST QUALITY and PURITY.

These include-

CADBURY'S SPECIAL CREMES PATE D'ABRICOT, JORDAN ALMONDS CARAMELS, PRALINES.

> DESSERT CHOCOLATE, NOUGAT, FRUIT JELLIES, CRYSTALLISED FRUITS, METZ FRUITS, ASSORTED TOFFEES. MIXED BONBONS, FRY'S CHOCOLATES,

TANGERINE BISCUITS. ORANGE PASTE, ORANGE ROLLS,

Together with the Latest Novelties in FANCY BOXES.

which are very suitable as Seasonable Presents

for Ladies and Young Prople.

FRENCH

CONFECTIONERY and CONSERVES,

in Large Assortment,

from the BEST PARISIAN HOUSES.

CONSIGNEES of CARGO per Steamship A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. ESTABLISHED A.D. 1841. Hongkong, 30th November, 1805.

> MARRIAGE. On the 28th ulto,, after registration at the Yokohama Municipal Office, by the Rev. Dr. Meacham, UCHIYAMA ROSSETSU, of Yokohama, to ERNESTINE BATAVUS, only daughter of Ed. Batavus, of Yokohama.

HONGKONG, MONDAY, JANUARY 6, 1806,

THE TRANSVAAL INCIDENT.

No more startling information has reached us for some time past than the news of Dr. JAMESON'S expedition into the Boer territory Unfortunate Hongkong and his complete defeat by the Boers. Whatever was the occasion of his expedition into their territory, it was a blunder and a crime for which he will certainly suffer and for which England and Englishmen will have to submit to a great deal of obliquy and, perchance, to material losses far more serious. Bearing in mind the history of the last few years is easy to understand the enciting cause of the movement. The British residents in the Transvaal becoming more numerous every day, and deprived of all civil rights, have been feeling more painfully day after day the restrictions forced upon them by the Boer Government. Some unusually harsh command or some attempt by the Boers to enforce obedience by the application of force has elicited the cry for help from beyond the border, and unfortunately Dr. JAMESON has been too ready with his sympathy and too prompt in his action. His loss has, it appears, been terrible. Out of a force of seven hundred. one hundred are killed and wounded and five hundred, including himself, are prisoners. But it is difficult to imagine how his defeat has been so sudden and so complete if there has not been treachery or foul play somewhere. Perhaps his countrymen within the limits of Transvaal have failed to co-operate. Perhaps he has been tempted into a Boer ambuscade, perhaps susprised while negotiating. English interests in that part of Africa will be thrown back fully twenty years.

The worst feature in the case, however, is that what would have passed half a dozen years ago unnoticed has attracted the attention of every Court and capital in Europe, and every enemy of England is jubliant at the blunder, at our want of success, at the opportunities of flouting the English Government at its fallure, although the English-Government is in no way responsible for the expedition or results, nor for the policy that led it; and although from the first moment it was known, English ministers had repudiated all knowledge and all responsibility, and all the world must know that that repudiation is absolutely sincere. We qualified English Chemist and will bear comps. wait with impatience for further developments, which can but be serious in view of Special terms to Horris, Cluss, Masses and | the hostile feeling prevalent throughout Europe towards England, and of the Teansvall. critical position in which Europe stands at present on the verge of war-desirous of fighting, yet unwilling to let loose the

NOTES AND COMMENTS.

We congratulate His Excellency the Governor upon his decision with reference to the Night Pass Ordinance, and are glad that more prudent counsels have prevailed. We 'publish in another column two letters the subject-one from the Colonial Secretary to the Captain Superintendent of Police, the other the Governor's answer to the petition of the Chinese on the subject of Lights and Passes. We venture to urge upon the Governor the advisability of at once amending the Lights and Pass Ordinance and putting it into effective shape while the subject is still fresh in all minds. Then, after it is amended and made really effective, it may rest in the armoury until required for use-never, we hope, to be again brought into service without ample notice to all concerned that it is still in existence and will be enforced. No greater injustice can possibly be committed than to enforce without due notice a law which has deliberately been allowed to fall into abeyance,

From a recent issue of the Sydney Star Imperial Government has evil designs in respect of what are by courtesy styled "contributions." The Star credits Lord Brassey, the new Governor of Victoria, with being one of the "new Imperial party bent on Imperial Federation with the object steadily in view to wheedle and beguile the colonies into contributing more and more to the fund for the defence of the Empire." But Lord Brassey, it appears, soon discovered that Australians at least are apathetic on this question, and must (like the ratepayers of Hongkong and Singapore) be put through a special process of education before they can safely be called on to make their burdens greater than they are at present in respect of Imperial defence We read that "the co-operation of these colonies with the mother country in the maintenance of the Imperial Navy to it. would, doubtless, at some future time become more considerable than at present," was, metaphorically speaking the first official sprat thrown out by Lord Brassey to catch the Antipodean whale. But the balt was not tempting-not a blt more so than is the percentage levied on this colony's revenue in a most irregular manner—and the Star does not hestitate to inform Lord Brassey that he is cherishing dangerous illusions in the for Imperial defence is alleged by Sydney papers to have reached the utmost limit of Australian inclination, and the Government is warned in the plainest of plain English that any attempt on the part of the school to which Lord Brassey belongs to induce Australia to increase its contribution will "only arouse ugly questions which are better left sleeping, and might, indeed, endanger and destroy the existing tribute, on which Australia is not, and never has been, very keen." From this it appears clear that our Antipodean cousins will not tolerate any increase of the "contribution" at present exacted from them. The Australians are doubtless in a position not only to protest vigorously but to act in some way if need be. In Hongkong all we can do is to protest in a Council Chamber in which the representatives of the ratepayers are invariably outvoted by the Official Phalanx, are occasionally scoffed at, and sometimes severely snubbed. Happy Australia!

His Excellency the Governor is to be congratulated upon having granted limited grants in aid only to schools in which Englishis taught. We hode he will carry out his ideas to their logical conclusion and refuse grants-in-aid, or full grants-in-aid, to schools in which time and money is expended in teaching Chinese. It is a crying shame that a considerable amount of public money should be expended on the education of Chinese in the Chinese lauguage and in the Chinese Classics, by the study of which they are simply saturated with forced and foolish ideas as to the value of the so-called Chinese Civilization into which they have been born, and to the greatness and importance of their country. Amongst sensible men in the Colony there has for many years been the strongest objection to the education of Chinese boys in Chinese literature at the public expense, and the great offender is the Queen's College, where one half of the time, and one terra frma. One workman fell upon a number of half of the money expended, is not merely thrown away, but is deliberately mis-spent. and mis-applied in raising up opponents of British ideas and British rule. If the Chinese want their children educated in the language and literature of their own Hospital doing well. country, let them do it at their own expense and not at the expense of this English colony. The teaching of Chinese at the Queen's College has largely diminished the utility of the College for the purposes for which it was primarily intended—the teaching of the English language and the eradication of the superstitious ideas and false notions imbedded in the Chinese mind. sincerely hope that His Excellency the Governor will make his period of government noteworthy by making the knowledge of English and English literature and modern science the only subject-matter for which this Colony is prepared to pay.

### TELEGRAMS.

REUTER'S MESSAGES. THE TRANSVAAL INCIDENT. LONDON, January 3rd. No further news has been received from the

THE KAISER'S ATTITUDE, The Emperor William of Guemany has wired to President Kruger warmly congratulating him on the success achieved in repelling the resent | abresid after 7 with without a great lightern.

armed invasion of his territory, and in preserving the independence of the Transvaal,

THE FRENCH PRESS ON THE SITUATION. The French Press is exultant at Dr. Jameson's defeat, and declares that Germany, Russia and France are united in protecting the rights of the

Transvaal (From L'Avenir du Tonkin.) THE CZAREWICH. PARIS, December 21st.

The Casrewich has arrived at Nice. A NOVEL CHRISTMAS BOX. PARIT, December 25th. Count Munster has forwarded to President Faure a copy of the picture painted by Emperor. William illustrative of the entente between France, Germany and Russia in the Far-East,-

FRANCE AND SIAM. PARIS, December 26th. The Council of Ministers has arrived at decision in respect to the frontier of Slam.

(From Fapanese Papers.) THE "RESPONSIBILITY" QUESTION.

TOKIO, December 28tb. The combined Opposition parties have sent in a Bill of Impeachment of the Government to the President of the House of Representatives.

The Bill accuses the Ministers of being responwe gather that the hapless residents of sible for fallure both in diplomacy and in Hongkong and Singapore are by no administration, by which great harm was done. means the only colonists on whom the to the country, and which led to the surrender of the Lisetung peninsula, won at such great cost of life and treasure. The Korean imbroglio is also alleged to be due to the mistaken' policy of the Ministry. It is expected that the Bill will no come up for discussion until the Diet reassembles after the New Year holidays.

THE ASSASSINATION OF THE QUEEN OF KOREA.

SKOUL, December 28th. A man named Boku-sen has been convicted of being the murderer of the Queen on October 8th last the is alleged to have been assisted by two other Koreans named Li Shlu-kai and Inshakuzoku. Boku-sen was a servant in the employ of a Japanese resident. These three men have been sentenced to death by strangu-

SKOUL, December 20'h. The three men found guilty of the murder of the Queen were strangled last night. It was proved that Boku-sen killed the Queen with sword, and carried the corpse to the rear of the Palace, where he poured oil upon it and set fire

AV EDITOR DECORATED.

TOKIO. December 28th. Captain F. Brinkley ("ditor of the Fapan Mail) has been promoted to the rank of Kunsanto (3rd grade of meil-), and has been rewarded with the decoration of Zuthosho.

THE DISASTER AT THE PESCADORES Toxio. December 27th. According to an official dispatch from Taipeh, the captain of the Kohel-kan and 122 others have been saved. A stoker was seriously premises. The contribution already levied injured, and 29 men were drowned when the cruiser was wrecked.

THE JAPANESE BUDGET.

TCKIO, December 20th. The Budget of the 20th year of Melil was presented to the Diet to-day. The total estimated revenue for the coming year is 138,070,677 yess, and the expenditure 152,071,453, yen, thus showing an estimated excess of expenditure over income of \$4,000,785 yes. The deficit is to be met by new taxation which will be shortly introduced,

RAILWAY ACCIDENT. TOKIO, December 20th,

At Akabane yesterday a train, while at the platform, was run into by one following it. Two passenger cars were smashed and a dozen passengers more or less seriously injured. THE RECENT RIOT IN SECUL. STOUL, December 20th,

The Judge's finding in the case arising out of the recent attack on the palace sets forth that the evidence showed that foreigners were largely concerned in the outrage.

EUROPEANISING KOREAN OFFICIALS. Skout, December 29th, A Decree has been issued to the officials to-day directing them to cut their hair in European

RUSSIAN WARSHIP MOVEMENTS. NAGASARI. December 10th. The Russian sloop Kreiser arrived have to-day. The ironclad Admiral Nakhimoff left for Chemulpo this morning with M. Speyer, the new Minister, on board.

SHOCKING FATALITY AT WEST POINT.

ONE MAN KILLED AND FIVE SERIOUSLY

About 20'clock this afternoon the block of houses in course of erection for the Spanish Proguration on Prays West Reclamation, a little to the east of Mr. He Tung's godowns, was the scene of a sad socident. Some thirty coolles were engaged i valsing a large granite block about 22 feet long by 18 inches wide late position on the top some pillars. While thus engaged scaffolding on which the coolies were working, and by which the heavy stone was being raised collapsed and all the men on it immedately fell violently to the ground. Fortunately the block rested on one of the pillars, and did not fall to granito blocks and was so severely injured about the head that he died shortly after seaching the Civil Hospital, while one of his colleagues was so severely injured in the chest by a falling pole that his recovery is despaired of. Three other workmen were severely bruised and are now in An inquiry will be held shortly,

LOCAL AND GENERAL. VICTORIA English Schools re-open on the 8th

OUR Tonkin contemporary L'Avente du Tonkin has heard that the city of Wechowloo, on the West River, will shortly be opened to foreign trade. Highly probable.

THE tie between the 35th Co. R.A., and H.M.S. Conturion, in the Football Challenge Cup Competition, played off on Saturday, ended in t victory for the latter by three gaols to two.

On dit that Mr. Juo, D. Humphreys will appear before Mr. T. Sercombe Smith, Police Magistrate, to-morrow afternoon in response to two summonses, charging him with driving a private vehicle for which he thad no licence | circumstances under which Colone! Meckel on two occasions recently,

AT the Megistracy this morning, two Chinamen were given three months "hard" each for assaulting a Chinese constable while in the act of "roping in" one of them because he was guilty of the most serious of all crimes-being the First Class of the Secred Treasure for pre-

THE death, at Paris, of Mr. J. Girrette, President du Consell d'Administration des Messageries Marltimes, is announced in the Yapan Mall of the joil allo.

WE regret to have to chronicle the death on the 28th ulto, of Mr. Hasbiguchi, Japanese Consul at Chemulpo, Korca, who was one of the most scholarly, astute and painstaking officials in the Japanese Consular Service.

A WALL KNOWN loafer was caught yesterday gambling on board the Chinese launch Un Cheong, and was this morning fined \$25 by the Police Magistrate, with the option of two months imprisonment. He went "up."

KOYAMA TOYOTARO, who has been incarcerated -in Kushire gaol for attempting to assassinate Li Hung-chang, has, according to the Kobe Chronicle, become insane. In consequence of his violence he has been recently confined in a dark room. For three days he relused his food. THERE has been a great congregation of Chinese to front of the Supreme Court this afternoon, all anxiously reading the notification of the relaxation of the offensive and uscless Light and Pass Regulations. To see a man hurrying up with an freredulous look on his face, and watch the change when he found that the new! was a " iruo bill " was a trost.

A LETTER from Gensan to a Nigasaki native paper, reports the Rising Sun, states that about eleven Russian steamers are in Shimbe, a port some 35 miles north of Gensan, Fourteen Russian soldiers are at present residing in Mr. Gay's house, near the Japanese settlement, at Gensan, Kores, and are engaged in surveying. In the native town some sixty Russians are also quartered, besides two Koseans who are said to be naturalised Russian subjects.

New Roads, new houses, new streets, new barracks, new gardens, new trees; new waterworks, new residents, new foundations for houses, new shops, new godowns, a new mission house, new policemen, new rickshas and new gasworks greet the eye of the visitor to British Kowloon at the present time. Great advances have been made in that suburb during the past year, so much so in fact that one is inclined to think Kowloon is a misnomer for this picturesque suburb of our thriving "city by the sea," and that a far more appropriate appellation for this part of the colony would, for lack of a better name, be Newtown. There are, of course, blemishes noticeable, here and there For instance, the condition of the roads leaves. much to be desired. But Rome was not built in a day, and when the Government has. realized on the plague-infected shanties in Taiplng-shan and the good old Victor Emanuel: has been sold to some enterprising Chineseboat-builder, and the services of a few more underpaid clerks have been dispensed with the powers that be ' will surely be good enough to do the needful for the residents of Kowloon. Of his there can, we should say, be no shadow of doubt whatever.

THE report of the United States Navy Department upon the Naval Militias of the States is very favourable, and suggestions are made therein that more money should be appropriated in order to increase the efficiency of these bodies. While all this may be done with propriety, yet, says the New York Maritime Register, at the same time the Navy Department would be doing better work for the Navy by endeavouring to secure the formation of a Naval Reserve made up of officers, engineers, and seamen of the merchant marine. Engineers are wanted for the American Navy, scamen enough to supply the new ships cannot be found, and yet nothing is done toward securing a source whence such supplies can be obtained. The Naval Militias are reported to be good for a certain purpose, harbour and shore battery work, but according to our New York contemporary, they offer absolutely nothing in the way of a reserve force for the warships. The personnel and make up of these organizations le doubtless sufficient proof. So much attention, however, has been given to them that the real want has been overlooked-a Naval Reserve is yet to be created. There is no lick of war vessels; plenty more can be built; but the trouble with the Americans, as with us, is that suitable men to

run them are not easily obtained. THE Charleston's Minstrel Trouse gave a very successful concert in all of the "Edgar" Rollef Fund in Nagasaki on the 27th ulto.

THE returns of the number of visitors to the City Hall Museum for the week ended Jan. 5th. are :- Europeans, 131; Chinese, 1,153; total

AT a Regular meeting of the Lodge Star of Southern Chins, 2013. E.C., Canton, he'd on Saturday night, Bro. E. T. Bond was installed as W. M. for the entuing year by Wor. Bro. J. D. Christie, assisted by Wor. Bro. Mackenzie and Wor. Bro. F. B. Smith. After the installation Wor, Bro. E. T. Bond appointed and invested his officers as follows :---

I.P.M.....Wor, Bro. F. Selinger. C. Lafrents, The Rev. G. H. Davies. Chaplais..... Treasurer ... E. A. Stanton. Secretary .... I. Nalemith. O. Struckmeyer. (D. ..... ..... H. Schweiger. A.W. Healtt. S. C. Jex. H. S. Mose, A. Donald. E. A. Strehlneck,

THE Japan Mall of the 29th ultimo has the following :- Captain J. M. James has received the very high honour of being decorated with the Second Class of the Order of the Rising Sun An Order of such rank is not conferred in Japan unless the candidate's name is submitted to the Severeign in connection with some special act of distinguished service. We are not in a position to state explicitly what service Csptain James performed, but no doubt can be entertained that he well deserves the high honour paid to him, and we isin our congratulations to those of his numerous friends. In connection with this subject we take the opportunity of correcting our recent statement that the only holders of First-Class Orders among the past and present employes of the Japanese Government were Monsleur G. Boissonade de Fontarable and Mr. H. W. Denison. A third name must be added to the distinguished list, that of Colonel Meckel, a German officer formerly in the service of the War Department. We believe that the secrived the honour were very exceptional. He had left Japan long before the war with China broke, on, but the value of his services was so strikingly. illustrated as the war progressed that the Emperer of Japan wrote an autograph letter to. the Emperor of Germany, extelling what Colonel Meckel had done, and enclosing the insignia of availation by that auto off

THE GOVERNOR'S DECISION. The following despatches, which speak for themselves and will doubtless be read with considerable interest by the Chinese, have been forwarded to us for publication :-

I have carefully considered the Petition presented by you, which the Registrar General has submitted to me. In view of the advice given by that officer and by other leading European residents, I have, out of consideration for the comfort and convenience of the orderly Chinese community, issued the following instructions to the Captain Superintendent of Police:

#### Colonial Secretary's Office, Hongkong, 6th January 1896.

SIR,—I have the honour, by direction of the Governor, to inform you that while his Excellency is of opinion that the Night Pass Ordinance and the regulation as to carrying lights should remain as at present, so that the Government may at all times have a weapon at hand in the event of riots or sectous disturbances of any kind, he considers that in ordinary times the law should not be generally enforced except in the case of persons whose movements the Police have reason to suspect and in the case of persons who are abroad after midnight.

> I have. &c., Colonial Secretary,

Hon. Commr. Hastings, R.N. Acting Captain Superiotendent of Police.

AMOY RACES.

Stewards : - T. M. Boyd, Esq.; R. H. Bruce,

Esq.; F. Cass, Esq ; Dr. McDaugall; W. S. Orr, Fsq : Aug. Pichl, Esq and H. P. White, Esq. Secretary :- E. Thomas, Esq. First Day,—Monday, 6th January, 1896.

CONSULAR CUP, (presented); for all China ponies; weights as per scale; entrance \$5. Seven furlongs.

Major Taomas' d. Morrison, 11st 11b...... Mr. Esher's g. Kinder, vost olb ...... Mr. Boyd's ch. Dunmore, 11st 1st...... Mr. Manners' e. Magic, 10st 12b Mr. Boyd's g Dundalk, 11st 1lb Mr. Boyd's b, Congo, 11st 1lb

Mr. Dryasdust's g. Hard Times, 1 tst Hb Mr. Dryasdust's d. Shiney Villiam, 11st 4lb General Topilgin's g. Mercury, 11st 4lb General Tepligin's g. Shoofiy, 118t 11b Mr. Tom Green's g. Bluejsckel, 10st 9lb

Mr. Frank Percy's ch. Red Knight, 10st 12lb Time, 1min. 52 2/5 secs. TRIAL STAKES, of \$10 cach with \$100 added a forced entry for Amoy subscription griffins of this season; first pony to receive 70 per cent., and 20 per cent. and 3rd 10 per 'cent.]

weights as perscale. Three quarters of a mile. Mr. Dryasdust's ak. Field Marshal. 11st 4lb... Mr. Cavendich's br. Mossylace, 10st 12lb..... Mr. Twoman's br. Cruiser, 11st Alb.

Mr. Waffle's g. Chatterbox, 11st 1lb Mr. Pug's g. Cheer Up, 10st 12lb Mr. Gowland's cr. Dixie, 10st 12lb 17. Twoman's sp. Ranger, 10st 12lb Mr. M.-Willow's g. Scrambler, 10st 12lb

Time, i vin, 37secs.

RACING STAKES, of \$10 each with \$150 added : first puny to rec. Ive 70 per cent, and 20 per cent, and 3rd 10 per cent,; for all China ponles ; suffins at claie of entry allowed & lbs. weights as per scale. One mile and a half.

Mr. Twoman's b. Aristo, rat, sist ilb..... Mr. Dryandunt's g. Cobwe'b, 11st 11b...... Mr. Boyd's to, Duncon, Trat 11b..... Mr. Thomas' g. Otter, 10st 2,21b

Mr. Boyd's w. Dunhoyne, 10% 1316% Mr. Bruce's g. Lunns, 10st 1211 Mr. Dryasdust's g. Argon, tost 10lb General Toptigin's g. Mercury, 11/4t 4lb General Toptigin's g. Shoofl a rist Alb Mr. Esher's g. Kilroy, 10st 10lb Mr. Frank Percy's ch. Red Knight, 10st 12ib

Major Thomas' d. Morrison, 11st 1ib \* 4 lbs. Allowance deducted. Time, 3migs, 26 2/5secs.

### NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co.'s steamship Gaelle, Capt. W. Pearne, from San Francisco, via Yokohama and Nagasaki, with the American mails up to 10th December, arrived in the harbour yesterday evening. We are indebted to our San Francisco exchanges for the subjoined interesting telegrams:—

ROME, December 7th. Cardinal Ignacio Perisco, prefect of the Congregation of Indulgences and Sacred Relics, is dead. He was born in Italy in 1823, and was

created a cardinal in 1803. LONDON, December 7th.

The curious statement has been made here that the Japanese Government has ordered 18,000 cheap watches from firms in Switzerland with the intention of presenting them instead of medals to the soldiers who were engaged in the

war against China. NEW YORK, December 7th. The Sun's London correspondent cables as follows :- The slow development of the Turkish

crisis is enabling farsighted Englishmen to give more attention to the situation in the Far East, which it is beginning to be recognized is fraught with greater dangers to British interests than the Constantinople difficulties. The most significant words yet spoken on this subject are contained in an important speech on Wednesday by Lord Roberts, who is not only one of England's highest military authorities, but is a man who possesses an intimate knowledge of the whole question of the Indian empire and its relations with the China and Japan trade, His most pregnant sentence was: " If England Intends to maintain her commercial supremacy in the East she must be prepared for events even more startling and usexpected than those, which have occurred in the past twelve months."

mess to his remarks by intimating in plain language that the Beltlah-Indian possessions are | wrested from us and closed to us. India will distinctly threatened. He argued that the policy of keeping ourselves to ourselves and disregarding everything that takes place beyond the frontier on the north-west of India is no longer applicable to present conditions under which the English

Lord Roberts then proceeded to give definite-

occupy India. The question as to the proper of the shopkeeper. Yet this catastropha was means for securing the integrity of India is not | merely local ; what will be the ruin when every merely a military question, but equally urgent industry in the land has to suddenly cease its from a political point of view. He would, therefore, not further enlarge on the matter. The moral to be drawn was that if England hoped to | we. But France rather resembled a body whose hold her own as one of the great powers and retain her foreign possessions she must, cost what it might, be mistress of the seas, and besides having a sufficiency of war ships and a full complement of sailors to man them, she must

(To be continued)

have a well organized, well equipped, well trained army ready to be transported wherever the presence of British soldiers is required.

THE NAVY LEAGUE.

"WHAT WE ASK OF YOU" is the name of a neat little volume received from the Navy League, which is apparently doing good work in drawing attention to the condition of the British Navy The general aims of this useful institution, as announced some time ago, are :-(a) To spread information, showing the vital Importance to the British Empire of the Naval supremacy upon which depend its

trade, empi e, and national existence. (b) To call attention to the enormous demands which war would make upon the Navy, and to the fac' that the Navy is not at present

ready to meet them. (c) To call attention from time to time to such measures as may be regulate to secure adequate preparation for the maritime -delence of the Empire.

(d) To urge these matters on public men and. in particular, upon candidates for Parlia-

One has only to take a cursory glance over these "aims" to be convinced that the League, if properly supported, and its alms conscientiously carried out, can only be of inestimable value to the Empire. In this publication there are some of the utterances of prominent British statesmen on the present position we hold in the naval world, and one and appear to be unanimous in declaring that the British Navy is much below its proper strength both in point of ships and men. From the ensured its predominance for another century. pamphlet, which is full of interesting matter, we I. H. STEWART LCCKHART. take the following article on

THE MEANING OF DEFEAT. "Keep' the command of the sea as you value national life. With it you can do everything. Without it you will be speedily blotted out

of the list of nations."—ADMIRAL COLOMB. In a day when Englishmen are realizing the value of sea power, we yet bear from time to time from the mouths of ignorant orators the old and discredited falsehood, that the warking man has no interest in main along a flect. In solte of Cobden's words—himself of the school of peace—the artisan or the labourer is told that he lests nothing if his country is rulned-that the suffering will fall not upon him, but upon the bourgeois and the upper class. He is informed that his money is being wasted, and that we have already a more than sufficient fleet. Yet in the past we have had one terrible instance, in the great cotton famine, which may well show us the misery that would be caused to the working man by the interruption of our trade. In the light of this instance we will raise the curtain of the future, and see what is the import of defeat to the labouring classes.

It is the close, let us suppose, of our second month of war. The fleet has been neglected, and has been overwhelmed, because unleady and unprepared. We have been beaten twice at sea, and our enemies have established no accidental superiority, but a permanent and overwhelming one. The telegraph cables are severed, one and all; these islands are in darkness, under a heavy cloud of woc. Invasion is in the air; our armies are mustering in the south. We are cut off from the world, and can only fitfully perceive what is happening. Our liners have been captured or sunk on the high seas; our ocean tramps are in the enemies! hands: British trade is dead, killed by the wholesale ravages of the hostile cruisers. Our ports are insulted or held up to ransom; when news reaches us from India, it is to the effect that the enemy is before our troops, a native insurrection behind. Malta has fallen, and our outlying positions are passing from our hands, Food is contraband and may not be imported. Amid the jeers of Europe "the nation of shopkeepers " is writhing in its death arony. ...

COMMERCIAL COLLAPSE. And what of the internal, of the rocial position Consols have fallen to near 30; our wast investments in India have been lost; trade no longer exists, and every industry but shipbuilding is paralyzed. The woollen mills of Yorkshire are running no longer; the cotion mills of Lancashire are silent; wages are falling fast as they fell in our last great war, and concurrently the price of every kind of provision is sixing. The railways have no traffic to carry, nothing it being produced, and they are dismissing their employees. Banks and companies are failing dally. The restricted income of the wealthy is restricting in its turn the profits of the shopkeeper and the wages of the working-map.

The East End of London is clamouring for broad and peace at any price. The working men of the north are starving, as the starved in the cotton famine of 1862. Then it was only the supply of cotton which was cut off : food could at least be freely imported. To-morrow. if we are beaten at sea, we shall have neither raw materials nor food, and our sufferings will be multiplied fifty-fold. Our dockyards private and public-if indeed they have been spared by the hostile fleets—will, it is true, be full of ships. The Ministry will have endeavoured to calm public alarm and to allay the want of food by tabular statements proving that we shall have 200 new ships in two years' time. And we shall be crushed in a fortnight! The ships building will go to swell our enemics' total, All our enormous resources, all our great wealth, will be preless, if we have not that a aying nower which is needful to carry us safely through the first six months of war.

But so terrible are the sufferings of the masses. so fierce and imperious the cries for peace, that we submit to an ignominious treaty. "Plus d'Angleterra " shows us how it will run. Ar icle I: The British fleet to be surrendered to the victors, and only a certain number of ships to be maintained. Article 2: Dover and the Isle of Wight to be surrendered. Article 3: indemnity of 460 millions to be paid. Article 4: Cape Colony, New Zealand and all the Crown colonies to be ceded. We have sown the wind and reaped the whirlwind. And now will our trade revive? Will the working man's wages come back to him? Other nations here obtained our commerce; our flag has vanished from the sea, and the example of the United States shows that it is very easy to lose carrying trade, and almost impossible to regain it. Even now our manufacturers can hardly face foreign competition; how will it be when they are saddled with the enormous losses of an unsuccessful war? Others, too, have coal and fron; others too, are enterprising. Capital will have fled England, and labour will have to flee with it. Grave-grown streets, ruined mills, bankrupt cities, social revolution—these will be some of the results of defeat. The markets which we have obtained with so much pains will have passed from our hands for ever. Noble and artisan, shopkeeper and merchant, all will suffer alike. Of the £66,000,000 which the cotton famine is estimated to have cost us, one-half was taken from the wages of the workman, and a tenth directly from the profits production? It may be said that as France recovered from "the terrible year," so also may extremities had been cruelly mangled, while

THE ALTERNATIVE. And the other alternative. If we are strong, I inquiry, £13 os. od, are hereby sanctioned to be I if we are companions, if we look forward to

all that our enemies will leave.

with us the vital arteries will have been severed.

Mar have wethe rich soil which our neighbours

postess. If we fall we fall for every a spiritless

people in a rulned and spiritiess state will be

the future and insist upon the maintenance of our sea power, war will never come, or if it does come will best like the sea upon the rocks. Even so we may have to suffer, but we shall suffer with the certainty that we shall hand down to porterity the greatness which we ourselves inherited. Every sea will be traversed by our ables; every land will he accessible to our armies. Our Navy will blockede our foes In their ports; our frontiers will be the bostile coasts; our trade will cont nue. We shall have time to bring our endurance and our immense engineering resources into play. We shall conquer our opponents' colonies; we shall draw tighter the ties which bind us to our kindred overses; we shall gradually form a great army. which will be able to drive home the blows that our fleet has struck. We shall sweep the hostile flig from the sea, and make all the waters our dominion. From the first hour of war weshall be cheered by a succession of victories: the spirit and determination of the people will rice day by day, and they will make little of their losses. Our ports will be secure and the Channel vafe for navigation. Invasion will be utterly impossible, for we shall control the sea. Our manufactures will still flourish; food will be plentiful; the working-man if he suffers at all will suffer but sligh by. And the close of the wax will see us with unimpaired power and resources, with an empire which has immensely increased. Fresh marke's will have been opened to us throughout the world, and our race will have

Nor will our naval strength be any obstacle

to peace. We are not aggressive, but only anxious to defend ourselves. Captain Mahan has said that the surest pledge of peace is an England strong at sea. Admiral Ammen, in words which will not be forgotten on this side of the Atlantic, has told his countrymen that it is well that the decisive predominance on the waters should belong to their kith and kin. Opinions are stronger than armies, and thoughts such as these will not be without effect in drawing us perrer to that imperial republic which is destined to rule America. Yet to secure our own safety our fleet is even now inadequate. There are fortunately sure signs that Englishmen are awaking to its transcendent importance. To other States fleets are as it were an amusement: to us a navy—and not only that, but a supreme navy—is a necessity. Our fleet is absolutely stronger than it ever has been since the great war. But we cannot look merely at our own numbers; we must consider also the strength of the fleets we shall have to oppose, and the duties which our fleet will have to perform, From this point of view we are still painfully weak. We cannot blockade the French fleet alone, much less the combined squadrons of France and Russia. We are not therefore sure of the mastery of the sea. In the great days of old we were able not only to "contain" our adversaries' ships by squidrons numerically larger, but we were also able to place a considerable reserve in the Downs and to detach vessels to cover our exposed ports. If we are to be sure of victory, such strength is as necessary to-day as ever it was. For the moment perhaps our numbers seem satisfactory, but how much has to be done? We must have more "men : we must-bave a trained reserve : we must re-arm our old frop-clads equipped with obsolete gues: we must see that in the Mediterranean we have a force that is able to face its opponents instead of fleeling before them; we must look to it that our fleet is ready to put to sea as soon as or before its enemies; and above all, we must

be able from the first to protect our commerce. The voters of England must decide between these two alternatives. The working-man has to choose whether he will have lighter taxation for the moment: starvation and irretrievable ruln for the future. For years we may neglect our fleet, but in the end we shall pay the price even as China has now done for the remissions. and negligence of the past. It is not enough that our navy should be strong, it must b master of the sea. No middle course is safe for us. "National wealth and resource will have a minimum infigence upon future naval wars preparation which is deferred till war is imminent will result in certain defeat." But if, remember ing the lessons of the past, and looking forward to the future, we demand of our representatives, of whatever party they may be, that they exert themselves to give us a strong and ready navy we shall gain peace and prosperity, and when the struggle comes, if come it does, we shall raise our country to yet greater heights. weak navy and famine, a supreme fleet and food without stint-between these the choice lies. The working man is to-day the arbiter; let him not be blind to his country's cause or his own interests. If we are defeated he will

suffer bitterly; if we are victorious he will gain by the opening of new markets. He should not be slow, then, to vote for an all-powerful fleetabove all, when he remembers that to prepare for war is to avoid it. H. W. WILSON,

THE " ISIS" - "W. H. MACY"

COLLISION.

Kobr, December 31st.

A Naval Court of Inquiry was held in H.B.M. Court at Yokohama on Friday morning into the circumstances attending a collision between the British steamer Ists and the American ship William H. Macy, in Uraga Channel, on the morning of the 15th of October last, the Court being composed of John Carey Hall, Esq., H.B.M. Consul and Assistant Judge, President, and Captain Thomas Leigh, Master of the steamer Fagan, Captain Richard Morgan, Master of the steamer Port Adelaide, Naval Assessors, and Arthur Hyde Lay, Esq., of H.B.M. Consular Service, Clerk of the Court. Captain Walker, Robert Clelland, his chief officer, and others on board the *Isis* at the time of the collision gave evidence. and the Court returned the following finding on Saturday :—

r.—That the sailing ship's light was not seen by those on board the Isis till within two minutes

l before the collision. 2.—That a proper look-out was kept on board the Isis, and that the failure to observe the sailing thip's light was not due to any neglect of

default on the part of the steamer. 3.—That when the light was first sighted by those on board the Isis, the two ships were chapels to exhort the "people to good deeds, already in a position which rendered a collision of some sort inevitable, so far as depended on | numbers of the people could easily be converted. the movements of the steamer alone.

A.—That the action of the master in putting the steamer's helm hard a-port and going full speed ahead was right and proper under the floating population, the very large number of circumstances, and was the only course open to the unemployed, and the rowdles and the loafers

c.—That the said action, in porting and going shead, resulted in materially diminishing the disturbance or mich riot, Hence to choose Changforce of the collision.

sailing ship. were made on the part of the steamer to stand | accomplished. by and assist the sailing ablp.

paid by the parties hereto."- Chronicie.

THE OPENING OF HUNAN.

The two following papers, which have been sent to us by a valued correspondent at Hankow; explain themselves, says the N. C. Dally News of the grat ultimo. They show that there is a ro-foreign party even in Hunan, and they give advice as to the opening of the province which is the more valuable because it is very practical, Mr. Cirles, the British Consul at Hankow, Is facilities the presentation in the proper place of Mr. Yi Wel's petition, subjoined, for the opening of Hunan to foreign intercourse:-AN APPEAL TO THE MINISTERS OF THE FOREIGN

POWERS TO COMBINE FOR THE OPENING OF A TREATY PORT IN HUMAN.

(By a Hunaness.) The writer ventures to suggest to the Ministers of the various Treaty Powers the desirability of opening a part for international commerce in the province of Hunan, favourable place for which is Yinklien, dependency of the district of Slangyla in the said province.

The reason why the people of Hunan are adverse to the project of international intercourse within the boundaries of their native province lies in the fact that no one has taken the step to explain to the former the advantages accruing therefrom. Hence we find that one and all declare that harm will befall Hunan if such an event were to be permitted in that province. Another reason for this sort of obstructiveness in the people of China is because the dividing line between the common people and the officials is too strictly defined, whereby the former have no means of making known their needs to the latter and facitating concerted action amongst the two great classes which constitute the Chinese nation; and Hunan is no exception

to the rule. When the late Governor of Kuangtung, Kuo Sung-tao, returned from Great Britain (after s to m as Chinese Minister) to his native province of Hunan, one of his first projects (for its regeneration) was to bring about the opening of the place to international commerce; but he was prevented from doing so by the strong opposition and libellous denunciations of his fellow officials. The writer was a constant inmate of his Excellency's household, having been tutor for many years to his Excellency's sons. From his long intercourse with his Excellency the writer was enabled to form his ideas of the advantage of international commerce and amenities. And so, in after years, whenever the writer happened to return to his own native town of Yingtien, h frequently select the opportunity of explaining to his fellow townsmen the essays on the advantages, etc., of international intercourse and commerce for China which had been written by the late Governor, so that the people of Yingtien and vicinity have all, more or less, a knowledge of what foreign intercourse means, and that an interchange of trade with

foreign nations brings a lot of good to the country without causing any harm to it This has been further accentuated by the cagerness recently of the people of Ying-lien to bring about a practical demonstration, to which end they have urged and empowered the petition to the officials and make known to the world their desire to make their town a treaty port, In April 1892, therefore, the writer went to

Wuchang and repeatedly petitioned H.E. Chang Chih-tung, Vicesoy of the Hukuang provinces, on the subject, but so far has received no rescript, favourable or otherwise, to his petitions. At the present moment the desire and anxiety of the people of Yingtien to make their town a treaty port of call for steamers may be likened to the desire and anxiety peticioning the local officials on such a subject has been just so much labour lost.

On the 15th of the last moon (1st November)
the writer draw up a paper addressed to Sir Robert Hart, begging the laster to support and recommend him and his friends as the proper respic to be charged with the duty of opening Yingtien to foreign commerce. The paper in greation was sent and Tiental and Tien question was sent vila Tientsin by the Sench'ang It might fairly be contended that, under this THE China Navigation Co.'s steamer Talynam, Postal Agency on the above date. The purpose the various Ministers of the Foreign Treaty can claim exemption from all charges on route about the 12th inst. Powers is to request their co-operation in this importance of speedy action in the matter.

Feather, 5th brevet bulton, and unattached It expectant Assistant Magistrate of the set

THE BEST WAY TO ACCOMPLISH THE OPENING OF HUNAN TO FOREIGN INTERCOURSE.

(By a Hunanese.) The writer begs to be permitted to present to your Excellency certain suggestions as to the best methods for the opening of the province of Hunan to foreign intercourse, and the necessity and importance of doing so first by international commerce and, finally, by means of missionary r.—In opening Hunan to foreign intercourse

care should be taken from the outset wor to do

so by first establishing missionary chapels, etc. The reason for this is because the libelious placards of Chou Tish-ches (周颌) "True-as-Steel Chou,"-the nom de plume of the notorious Chou Han) have been disseminated and posted throughout the whole province, and they have raised the fire of prejudice amongst the people to such a pitch that the latter will not tolerate for a single moment the sight of a missionary chapel planted in their midst. Hence the right way of proceeding in the matter should be first to establish a treaty port of call for steamers and international trade. Then when foreigners shall have ling about 3 per cent ad valorem. Hence, congregated in this treaty port in large numbers, I can be carried from the interior and shipped and the place shall have become prosperous by means of this trade, the people round about will be made to acknowledge and believe in the advantages of foreign intercourse. Then should be the time for the establishment of missionary when there will be little doubt but that large

who congregate there at the bid and call of every interested person anxious to create sha as a treaty port would bring much harm and 6.-That under the special circumstances of do no good. The plan would be to select a spot

1.—The fown of Yingtien, in the jurisdiction The Court therefore finds that no blame of Slangyin, is distant from the provincial Ists for the collision, or the circumstances The abovensmed town, which is 62 miles from Moreover, the Chinese themselves are engaging ship. The Chief Engineer said the brass was attendant thereon. The expenses of this Changeles the capital of Hunan, is the most in the cotton-spinning business, and there will saltable for lection trade. Yingilen is on the nathrally be a disposition to discriminate against | becated by the contractor who bought the stuff. the best of the feelest to by the feelest to be the feelest. If sweets to by therefore, that wherefore the thirty was dealest.

the various Ministers of the Foreign Treaty ingly unsatisfactory recognition accorded to Powers' approach the Tsungli Yame i on the Japan's cosmopolitan liberality in framing the subject and recommend the said Yame to Shimonoscki Treaty. It was certainly against memorialise the Throne for the opening of the interests of her own manufacturers that Yingilen as a treaty po.: in Hunan. As a she should have stipulated for the privilege profession, at the commencement, against the of carrying on industrial enterprises in China. invidious assaults of mobil from outside, the and it would be still more opposed to their writer, suggests the appointment of a responsible | interests that she should extend her altruism native of Yingtien, to whom shall be deputed to the supply of raw material for those the piwer to make arrangements with the enterprises. Japanese capitalists ought to notables and gentry of the town for the organis- i investigate this point before they sink large atton of a sufficient body of the young men of sums of money in Shanghal mills. Otherwise the place, as a militia regiment, whose duty | they may find themselves releasely handicapped thall I s for the special protection of foreigners when they come to purchase cotton for their against hostile countrymen. The next step work. - Japan Mail. would be to employ only natives of the town for the construction of the port so as to make it THE HONGKONG GOVERNMENT accessible for steamers. Plenty of employment being thus given to the people of Yingtien and vicinity, it stands to reason that the advent of foreigners and the opening of a treaty port will b) most popular amongst the inhabitants of the town. They will do their utmost to assist the

an officer decorated with the Plain Blue Feather, 5th brevet button, and unattached expectant Assistant Magistrate of the 1st class.

people who have been the cause of providing

them with work and prosperity.

COTTON MILLS IN CHINA.

The Japanese appear to be resolved to open cotton mill in Shanghal Presumably they have considered the financial aspects of the enterprise with all care, but it surprises us to observe that neither in their prospectus nor i the published projects of foreign companies crganized for a similar purpose, does any statement appear as to the method of procaring raw cotton. Yet that is the on vital question. Were it not for the apparent economy to be effected by obtaining Chinese cotton in loco, there would be no special inducement to devote large sums of money to the establishment of spinning factories in Shanghai. The mills in Japan aiready find themselves nearly able to offer their products in the Chinese markets at rates that would compete successfully with Bombay yarns. Slight assistance from the Government, such, for example, as the abolition of the import duty on raw cotton, would probably turn the scale in favour of the Japanese manufacture, and as such a concession is tolerably. certain to be made very sorn, there must be some independent consideration militating in favour of opening mills in Chins. The consideration assigned is that an ample supply of raw cotton can be obtained at the doors of the mills. Can it? Here it is, precisely, that we discover a difficulty not publicly noticed by any of the projectors of factories. Under existing treaties and conventions, Chinese products, sent from the interior to a treaty port for the purpose of being exported, have to pay two taxes; first, transport tax called likin; secondly, export duty. In former times the likin used to be a very heavy impost, and the serious obstacle that it constituted the development of trade was frequently complained of. By the Cheloo Convention of 1876 however, it was agreed that, in the case of goods bond fide intended for shipment to a foreign country, all charges hitherto payable on such goods en route from the place of production to of the people of a drought-cursed land for a the place of shipment should be commuted for refreshing rainfall. Unfortunately, however, a single payment amounting to one half of the the next French mail, left Saigon for this port export duty. The article embodying this arrange- at 4 p.m. yesterday. ment runs as follows :-

in consideration of the commuted payment of good work; bring about the consummation of half the export duly, provided always that the the wishes of the people of Yingtien. Hunan : | yarn is bond fide intended for export. But if the and finally to urge upon Sir Robert Hart, on | yarn be not intended for export; if, on the behalf of the writer and his friends, the contrary, it be intended for sale in China, as all vara manufactured at the projected mills mus be, what payments will be levied on it before an officer decorated with the Plain Blue I it reaches the place of manufacture? Evidently vill then fall within the category of ordinary Chinese produce passing from one place within the empire to another, in search of a market, and will be liable to be taxed at every Hain station on roule. We cannot say with precision what such taxes would aggregate. On the West River there are said to be about 100 White stations in a distance of ope miles, and i recent traveller in Klangsi found 5 within a reach of 70 miles on a small stream. A rough ides of what likin means may, however, be gathered from a conventional stipulationalready concluded though not yet la force -that produce which, having been carried to port of shipment for the purpose of export, has consequently been exempted from any inland charge other than the commuted tax of one half of the export duty, may be relieved from the necessity of export and be sold locally on payment of a further tax of five times the commuted likin. In other words, supposing that an article intended for shipment abroad be liable to export duty amounting to 5 percent. ad valorem then its total liability in respect of export and likin would be 72 per cent; whereas, if it be not shipped abroad but offered for sale at the port of shipment or elsewhere within China it must pay an impost of 172 per cent. Observe how this applies to the case of raw cotton. pays at present a specific export duty represent Tapan by paying a total impost of 41 per cent. But if, icatead of being carried to Japan or some other foreign country, it be intended for manufacture into yarn at a Shanghai mill, and then for sale in the markets of China, obviously the Chinese Authorities may require it to pay an inlaud tax of 102 per cent. at least. That, indeed, is too I favourable a statement of the case. The fact is 2.-- In selecting a treaty port in Hunan it | that such cotton, not being certifiable by its would be highly inadvisable to make the Lorsian purchaser-supposity it to have been provincial capital such a port, owing to its purchased by a foreigner at the place of production-would be liable to be taxed at every I ithin station passed on route for Shanghal, and by the time it reached the mill it would probably have been mulcted to the tune of 20 or 30 per cent. Possibly there may be an idea that the Chinese Government will make an exception in favour of raw cotton; that, having granted immediate danger, when the sailing ship's light of strategic importance accessible for steam- permission for factories to be established at the was first sighted, it was impossible for the ers as the place to inaugurate the opening of open ports it will extend its complaisance to master of the Isls to keep out of the way of the Hunan. From this as a starting point, and a the raw material required for manufacture. gradual advance interiorwards, the leavening of I Such a hope up cars to us quite chimerical. 7.- That after the collision all proper efforts | the whole province will be easily and speedily | Assuredly it is entirely opposed to the practice invariably adopted by the Chinese Authorities. I They take no thought whatever to foster trade -trade in foreign hands above all-but regard it engineer and donkeyman of feloniously signling. attaches to the master, officers or crew of the capital, Changsha, about 200 & (daty-two miles.) simply as a means of procuring revenue, of removing 800 pounds of old brass from the

Yunuan and Kuelchou on the west. Kuang- whereas mill-owners in Japan can now procure tung and Kuangsi on the south, and on the raw cotton from China by paying to the latter a north is Tungting lake. It may be regarded as | total tax of 4} per cont. ad valorem, they will one of the keys of Hanau. Although its water | find themselves obliged to pay an impost of 20 oc communication is not very deep, still it is free | 30 per cent. on the same cotton if they establish from sandbanks and shouls and could easily be | mills in China to spin it. Of course the quesvasily improved. It is just the place for a port | tion may be included in the negotiations now of call for steamers, and contains decidedly more | taking place between Earl Lland Baron Hayashl. advantages than Changeha for such a purpose. But is there any reasonable expectation of that ? 4.—The writer would therefore suggest that We should think not, in view of the exceed-

GAZETTE.

[Saturday, 4th Fanuary, 1896.]

GOVERNMENT NOTIFICATIONS. No. 1 of 1896 -Contains the despatch of the British Minister in Japan notifiring that medical inspection of ships arriving from infected ports has coased in Japan.

No. 2-Gives notice that Rates for the first marter are payable before 6th Instant, No. 3-Gives notice that re-entry has been made by the Crown of Kowloon Inland lots Nos. 633 and 634. No. 4-Contains the minutes of a meeting of

the Sanitary Board held on the 10th December. No. 5-Contains particulars of Crown Lands to be sold by Public Auction on the 20th ABUSTY.

No. 6-Contains a return of the average amount of Bank Notes in circulation during the month of December. LEGAL INFORMATION.

In re Russell Stokes, decessed. All claims to be sent in and payments due made to the executor, Mr. A. P. Stokes, before 31st January. Application has been made by Yung Sul Yau to register certain match-box labels as Trade Marks.

The Gazette also contains the usual list of unclaimed telegrams lying in the Telegraph Co.'s offices: the Post Office list of posterestante correspondence, and list of letters, etc. for merchant vessels.

SHIPPING AND MAIL NEWS.

MAILS DUE: Indian (*Arratoon Apcar*) to-moresw. French (Caledonien) 8th Inst. Tacoma (Tacoma) oth lost. Australian (Taiguan) 12th inst. English, 14th inst. German (Karlsruhe) 16th inst. American (City of Paking) 16th inst. American (China) 27th last.

THE P. M. S. S. Co.'s steamer China, with mails, etc., left San Francisco for this port, via Yakohama and Nagasaki, on the 31st ulto.

THE O. & O. S. S. Co.'s chartered steamer Afridi, with mails, etc., which left Hongkong on December 6th for San Francisco, via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 4th inst.

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer Caledonsen, with

THE Imperial German Mail steamer Karlsruke. carrying the German mails with dates from Berlin of the 16th ulto., lest Colombo yesterday for this port, and may be expected here on or about Thursday, the 16th inst.

article, cotton from the interior of China to from Australia, left Port Darwin for this port on of the writer now in addressing this appeal to Shanghai to be there manufactured into yarn, the and inst., and may be expected here on or

> SHIPPING RETURNS. From 5 p.m. Saiurday to 5 p.m. to-day. ARRIVALE.

ngradan .....steamer, from Salgon. Cheangchew ..... Sack 36% .......... Chickiang, Singan ...... Manile. Yuiniang ...... Canton. Canton ..... Canton. Chiyuen ......... Amseo ...... Salgon Holstein Winghong ..... Swatow. Amoy, etc. Th8/44 ...... Hanol ..... America. Gastic ...... Salgon. Swatow ..... Rhodoya ..... Konpall ..... Nagasaki. Hohensollern.....

Colombo ...... barque Aggregating 24,813 tons register. DEPARTURES. Phra Nang..... Swatow, etc. Holhow. Trium6h..... Profr ..... Pakhol. Singapore, Leilmbro..... Kwongsang ...... Shanghal. China ..... Salgon. Lyderhorn ...... Kutchinotzu Romulus..... Hiike Maru ..... Hongkong ..... Halphong. Cheangchew ...... Helmfung ...... ... Shanghal. Canton ...... Shanghal Daphne ..... Shanghal

Nagato Maru.....

Singan.....

Shanghal Chiyuen ..... Aggregating 23,759 tons register. HONGEONG AND WHAMPOA DOCK RETURNS: Amoy ...... Zoftvo ........ Selberk ....... Kong Beng ...... Dorts ...... Reina Cristina ......

Nagasaki,

Canton.

A notification has been issued by the Governor of Tokio requesting any one who possesses information regarding the missing steamship Bounington to send it at once to the Tokio City

A charge was recently preferred before H.B.M.4 Consul at Kobe, by the master of the steamer Riversdale against the Chief Engineer, third sold for the ship's account, and this was corre-

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship "ITAILOONG."

Captain Davis, will be despatched for the above Ports TO-MORROW, the 7th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers, Honghong, 6th January, 1896. DOUGLAS STEAMSHIP. COMPANY,

LIMITED. FOR AMOY AND TAIWANFOO. THE Company's Steamship

Captain H. Bathurst, will be despatched for the above Ports TO-MORROW, the 7th instant, at Daylight,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 6th January, 1896.



NIPPON YUSEN KAISHA. FOR SHANGHAL JINSEN AND NAGASAKI.

THE Company's Steamship "NAGATO MARU." will be despatched as above TO-MORROW, the 7th Instant, at Daylight.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 6th January, 1896.

FOR YOKOHAMA AND KOBE. THE Steamship

"THEKLA." Captain E. Christiansen, will be despatched for the above Ports TO-MORROW, the 7th instant, at Noon.

For Freight, apply to SIEMSSEN & Co., Agents.

Hongkong, 6th January, 1895. "SHELL" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG. HE Company's Steamship

"PECTAN," Captain N. Hocken, will be despatched as above OB-WEDNESDAY, the 8th Instant, at Noon. For Freight, apply to ARNHOLD, KARBERG & Co.,

Hongkong, and January, 1896. "BEN" LINE OF STEAMERS.

Agents.

FOR KOBE. (Calling at NAGASAKI If sufficient inducement

THE Steamship "BENVENUE." Captain Sarchet, will be despatched as above on THURSDAY, the 9th instant. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.. Hongkong, 4th January, 1796. CHINA NAVIGATION COMPANY,

LIMITED. FOR YOKOHAMA AND KOBE. HE Steamship

"CHINGTU." Captain Innes, will be despatched on FRIDAY, the roth instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 2nd lanuary, 1806. "SHELL" LINE OF STRAMERS.

FOR MARSEILLES AND GENOA. THE Company's Steamship "CLAM."

Captain D. T. Davis, will be despatched as above on FRIDAY, the 10th January. For Freight, apply to ARNHOLD, KARBERG & Co.,

Hongkong, 30th December, 1804. THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED,

FOR LONDON, VIA PORTS OF CALL. THE Company's Steamship

"PAKLING." H. Allen, Commander, will be despatched as above on or about the 11th January. For Freight or Passage, apply to HOLLIDAY, WISE & Co.,

Hongkong, 30th December, 1895. OCEAN STEAMSHIP COMPANY,

FOR NEW YORK, VIA SUEZ CANAL. THE Company's Steamship

"POLYPHEMUS," Captain Goodwin, will be 'despatched as above on or about the 12th January. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Agents.

Hongkong, 24th December, 1805. "BEN " LINE OF STEAMERS,

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"BENLOMOND," Captain McIntosh, will be despatched as above on or about the 17th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 3rd January, 1806. "SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "GLAMORGANSHIRE." Captain-Vyvyan, will be despatched for the above Ports on SATURDAY, the 25th instant. For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Hongkong, 21d January, 1896.

Intimations.



FOR THE PRODUCTION OF

AGENTS: -- MESSRS, DODWELL, CARLILL & Co.

# Shipping.

STRAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. \_\_\_ FOR SINGAPORE, PENANG AND

CALCUTTA. THE Company's Steamship

".WINGSANG." Captain James Young, will be despatched above TO-MORROW, the 7th Instant, at 3 P.M For Freight or Passage, apply to. JARDINE, MATHESON & Co.,

General Managers. Hongkong, and January, 1866. INDO-CHINA STEAM NAVIGATION

COMPANY. LIMITED. FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG." Captain W. Waddilove, will be despatched as above on WEDNESDAY, the 8th Instant, a This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 3rd January, 18c6.

CHINA NAVIGATION COMPANY. LIMITED. FOR PORT DARWIN, THURSDAY

ISLAND, COOKTOWN, TOWNSVILLE. BRISBANE, SYDNEY AND MELBOURNE. THE Steamship "CHANGSHA,"

Captain Williams, will be despatched TUESDAY, the 14th Instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 3rd January, 1895. "GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLENFARG," Captain Selby, will be despatched as above or or about FRIDAY, the 17th January. This Steamer has Superior Accommodation for Passengers, and carries a Doctor and

Stewardess. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, 19th December, 1895. FOR NEW YORK, VIA SUEZ CANAL

(Following the S.S. "POLYPHEMUS.") THE Steamship

"LENNOX" will be despatched about 4th February. S.S. "PORT ADELAIDE" will be despatched about 18th February. S.S. "GHAZEE"

will be despatched about 4th March. For Freight or Passage, apply to DODWELL, CARLILL & Co.,

Hongkong, 4th January, 1806

### SAILING VESSELS.

FOR NEW YORK. THE 3/3 A.I.I. American Ship

"JOHN R. KELLEY." Captain Chapman, having arrived, will load here for the above Port, and will have quick to rent. despatch. For Freight, apply to

ARNHOLD, KARBERG & Co. Hongkong, 21st November, 1895.

."FOR SAN FRANCISCO.

THE 100 A. I. British Ship "BRODICK CASTLE,"

Ferguson, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

SHEWAN & Co. Hongkong, 5th December, 1895.

FOR NEW YORK. THE 3/3 L.I.L American Ship

"DANIEL BARNES." Rogers, Master, shortly expected, will load here: for the above Port, and will be despatched on or about the 20th Fe rusry, 1896.

For Freight, apply to CARLOWITZ & Co. Hongkong, 31st December, 1895.

# Consignees.

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE.

CONSIGNEES of CARGO per Steamship The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their Hills of Lading for countersignature, and to take immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and I. S. VAN BUREN,

Consignees. AUSTRIAN LLOYD'S STEAM NAVIGA-

> NOTICE TO CONSIGNEES. FROM SHANGHAI AND KOBE

TION COMPANY.

THE Steamship

"VINDOBONA," :-" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 11th instant, or they will not be recognised.

Goods remaining in the Godowns after the III instant will be subject to rent. Bills of Lading will be countersigned by

No Fire Insurance has been effected, and any

SANDER & Co., Agenta Hongkong, 4th January, 1806.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA. PENANG AND

SINGAPORE.

THE Company's Steamship "WINGSANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their

Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. of the 3rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd January, 1806. "GLEN" LINE OF STEAM PACKETS,

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENARTNEY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their tisk into the Godowns of the Hongkong and Kowloon Wharf and Grdown Company, Limited, at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice

to the contrary be given before 2 P.M. TO-DAY. Cargo remaining undelivered after the 7th Tanuary will be subject to rent. No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 14th January, otherwise they will not be recognised. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents. Hongkong, 31st December, 1895.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S. S. "MERIONETHSHIRE,"

FROM NEW YORK AND STRAITS. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Good have left the Godowns, and all Goods remaining undelivered after the 6th January will be subject

All Claims against the Steamer must be pre-sented to the Undersigned on or before the 6th January or they will not be recognised. All broken, chaied, and damaged Goods are to balleft in the Godowns, where they will be examined on the 6th January, at 3 P.M.

No. Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co.,

Hongkong, 30th December, 1895. THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES. FROM GLASGOW, LIVERPOOL AND

singapore.

THE Company's Steamship

"Ningchow," having arrived from the above Ports, Consignoes of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wass' and Godown Company, Kowloon, whence delivery may be obtained.

"No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 8th January, or they will not be

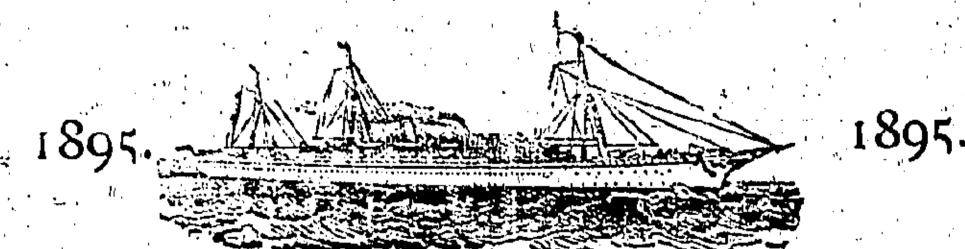
All Broken, chafed and damaged Goods are to be left in the Godowns where they will be eximined on the 4th January, at 5 7.M. No Fire Insurance has been effected, and any Goods remaining to the Godowas after the 5th January, will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary be given before Noon-

TO DAY. Bills of Lading will be countersigned by HOLLIDAY, WISE & Con

Handwag, 30th December, 2804

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tens-10,000 Horse Power-Speed 19 knots.

BMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 22nd January, 195 EMPRESS OF INDIA ... Comdr, H. Pybus, R.N.R...... WEDNESDAY, 19th February, '95. EMPRESS OF FAPAN...Comdt. G. A. Loo, R.N.R......WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 Se making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreel, Quebec, Hallian, New York, and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago Weeld's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

the Company, and their appointments and Caisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

# TAL STEAMSHIP

JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA, AND

THE OVERLAND RAILWAYS, China (via Nagezaid.) ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. Gaelle (via Nagasaki, Tuesday, 14th Jan., Kobe, Inland Sea & at Nood, 1895. Yokohama) .....

Belgic (via Nagasaki ) Saturday, 1st Feb., Kobe, Inland Sea & Yokohama) ....... Cootic (via Nagazaki, Tuesday, 3rd March, Kobs, Inland Sea &

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 14th Jan., 1806, at Noon. Connection being made at

Yokohama with Steamers from Shangkal. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their

journey at any point su routs. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained

upon application. Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to

Government officials and their families. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice verse) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan

to Burobs. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Free F.M. the day

previous to sailing. Consular Involces to accompany Cargo destiped to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs,

San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company,

No. 7, Praya Central. J. S. VAN BUREN, Agent. Hongkoug, 6th January 1866

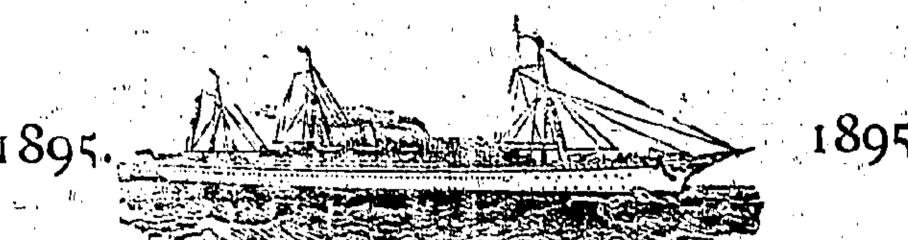
### NOTICE.

THE BEST PREVENTIVE OF ALL infectious diseases.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co. Back Buildings. Mark Hot



PROPOSED SAILINGS FROM HONGKONG,

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolnin, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 montas, The attractive features of this Company's route, embraces its PALATIAL STEAMSHIP:

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

D. E. BROWN, General Agent, Hongkong, 26th Decembra, 1895.

# OCCIDENTAL & ORIEN-COMPANY.

TAKING CARGO AND PASSENGERS TO

Proposed Sailings from Hongroug. City of Peking (via Nagasaki, Kobe, In- [ Saturday, 25th ] anuary, **EUROPE**: land Sea and Yokohama) .....

> Kobe, Inland Sea. Yokohama & Hono- ( Pers (via Nagasaki, Saturday, 22nd Feb.,

Yokohama) ...... THE U.S. Mail Steamship will be despatched for SAN FRANCISCO, v/?

ice Japan, the United States, and Europe. Steamers of this line pass through the IN-Yokohawa) ......J LAND SEA OF JAPAN, and call at Honolula.

and passengers are allowed to break their lourney at any point on roule. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS To

Kobe, Inland Sea &

EUROPE have the choice of Overland Routes from San Francisco, Including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIC GRANDE, and NORTHERN PACIFIC RAIL WAYS: also the CANADIAN PACIFIC RAIL-WAY on payment of £4 in addition to the

Pedder's Street.

U. S. MAIL LINE.

PACIFIC MAIL STEAM-

SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

"CITY OF PEKING"

nagasaki, kobe, inland sea

at Noon, 1806.

Saturday, 8th Feb.,

at Noon.

at Noon, 1896.

regular tariff rate. Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the

choice of direct lines. Particulars of the various routes can had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government efficials and their families. Through Bills of Lading issued for trans

postation to Yokohama and other Japan Posts.

to San Francisco, to Atlantic and Inland Citie of the United States, via Overland Railways, to Havana, Trinidad, and Democrara, and to posts in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to salling. Parcel Packages will be received at the Office until 5 P.M. same day all Parcel Packages should be marked to ad-

dress in fall : walks of same is required. Consular Invoices to accompany Cargo desined to Pointy beyond San Francisco in the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight apply to the Agency of the Commun

No. 7, Praya Contral. I. S. VAN BUREN, Atom. Hongkong, 6th January, 1806.

F. BLACKHEAD & CO... SHIP-CHANDLERS, SAILMARERS. COAL AND PROVISION MER. CHANTS. NAYAL CONTRACTORS AND GENERAL COMMISSION

PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS SOLE AGENTS, FOR Jartmann's rahtjen's genuine

COMPOSITION RED HANDERAND

HARTMANN'S GREY PAINT

AGENTS,

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK 世界学の英語書はあった

Hengiong seth july, stati

DAIMLER'S PATENT MOTOR LAUNCHES

# Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, "PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLHANS, GALVESTON, AND SOUTH AMERICAN

PORTS IN THE LEVANTE,

THE COMPANY'S STRAMERS WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. .N.B.-CARGO CAN BE TAKEN ON THROUGH

PLACES IN RUSSIA.

BILLS OF LADING FOR THE PRINCIPAL

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)							
Sacksen.,	Tue. lay	7th Jan.					
Karlsruhe	Mcrday	3rd Feo.					
Prins Heinrich	Tuesday	3rd March.					
Preussen	Tuesday	31st March.					
Sachsen	Tuesday	28th April.					
Karlsruhe	Tuesday	26th May.					

Prins Heinrich ... | Tuesday ... | 23th June. N TUESDAY, the 7th day of January 1896, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO,

will leave this Port as above, calling at NAPLES and GENOA Shipping Orders will be granted till NOON on SATURDAY, the 4th Jan. Cargo and Specie will be received on board until NOON on MONDAY the 6th Jan, and Parcels will be received at the Agency's Office until Noom on SUNDAY, the cth Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet-

Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to.

Agents. Hongkong, 4th January, 1896. NORTHERN PACIFIC

MELCHERS & Co.

COMPANIES. VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTER OR and

STEAMSHIP AND RAILROAD

EASTERN CITIES of the UNITED ST'ATES and CAMADA and to EUROPE. HONGKONG TO LONDO'N \$400. Excellent accommodation, Furst-class Table.

DOCTOR and STEWARDERS Car ided.

HONGKONG TO NEW, YORK \$350.

the American Continent. Magnificent Scenery

The Railroad travelling is second to none on

of the ROCKY and CARC ADE MOUNTAINS. The YOKOHAMA, on SATURDAY, the 25th Jan., YELYOWSTONE NATION AL PARE soute. Passen-1806, at Noon, taking Passengers, and Freight | gets to EUROPE may proceed by one of the first class Atlantic MA' IL LINES. HONGKON G TO TACOMA \$225.

> Special rate's allowed to members of Government Service :

> > PRC/POSED SAILINGS FROM

Rates of Passage, to other Points on application.

HONGKONG. (SUBJECT TO ALTERATION.) ........ 2,549 | Tuesday ... | Jan. 14. Victoria ...... | 3.167 | Tuesday ... | Feb. 11.

Hankote ...... 3,594 | Tuesday ... | Mar. 10.

Cacomia ..... 2,549 | Toesday ... | April 7.

TUESLIAY, the 14th January, will proceed to

"TACOMA." Captain Crawford, sailing at Daylight, on

THI: Steamship

relight, apply to

VICTOILIA, B.C., and TACOMA, Wash., offe SHANGHAI, KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consider Invoices of Goods for United States

the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to

For further information as to Passage or

DODWELL, CARLILL & Co.,

General Agents,

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

Hongkong, 30th December, 1805. LANGUID WOMEN PALE CHILDREN

(CHAPOTRAUT'S WINE OF PEPTONE) A DELICIOUS NUTRITIVE

This allmentary wine is easily assimilated when

OLD PEOPLE, INVALIDS

se other solid or liquid food will semain on the stomach, it is indicated in constitutional weakness and lack of digestive power, for the Aged, Anomio, Dyspeptio, and Convaissoont, lt belps sufferer CADING. Dy sentery, CARCETS,

Viceration, Stomach

CHEENEY

PARIS

**STIMULANT**